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## Biographical Memoir

OF

CAPTAIN JOHN FRANKLIN, R. N. F. R. S.

THE maritime superiority of Great Britain is not confined to the ascendancy of its naval armaments, or to those triumphs which have annihilated whole fleets, swept oceans, and laid every shore open to us, "from Nova Zembla to the Pole." Our pre-eminence in maritime science is equally evident, and we surpass all the rest of the world in the zeal and success with which our navigators discover and explore new countries, open new sources of human intercourse, extend the blessings of civilization, and advance those branches of natural history, which are at once curious and useful.

It would be an important, and by no means uninteresting, inquiry, to examine how the globe has gradually, as it were, been made to expand itself under the influence of geographical discovery; in the infancy of navigation the inhabitants of an island or continent imagined, that their own country constituted the world, and afterwards, when their frail barks, driven from their course, encountered some strange shore, they seemed lost in wonder that they were but fellow-sharers in the fruits of the earth; trade then was purely inland, and each country rested content with its own productions, however unequal they might be to supply those comforts which civilization has since deemed so indispensable. The intercourse of countries previous to the discovery of the magnetic needle, must have been confined to those immediately contiguous, but when the attractive principle of the magnet became known and applied to navigation, the sailor no longer confined himself to scudding along his own shores, nor if he ventured a short distance from them, steered his course by the flight of migratory birds, or the direction of currents; but thus instructed he boldly ventured forth and

• His travels & soul new worlds did seek •

Important, however, as the invention of the mariner's compass was, many centuries elapsed before any very great geographical discovery was made; and, not

withstanding the claims of the Welsh and the Norwegians, there is no positive evidence that the new world was known to the old previous to the discovery of Columbus at the close of the fifteenth century. It is true that philosophers, reasoning from analogy, and perceiving that Europe, Asia, and Africa occupied but a small portion of our planet, thought it very unlikely that the remaining part should be covered with a vast and joyless ocean unsupplied with continents or islands intended for the residence of man. Such reasoning was confirmed by other circumstances of an inferior but, perhaps, of a more striking nature, and these led Columbus not to set out on a knight errantry of navigation, but in search of that very continent, which he afterwards found did really exist.

From this period the spirit of geographical discovery has never slumbered; it has, however, been reserved for this country, and for the last and preceding age, to do more than has been done by all the rest of the world, in this respect, since the great discovery of Columbus. In proof of this we need only point to Captain Cook,\* one of the most enterprising as well as one of the most skillful navigators the world has produced. What a blank would be left in a modern map of the two hemispheres were the discoveries of Captain Cook to be erased; he it was who, after exploring the South Seas and discovering Islands, until then unknown, traversed the Eastern coast of New Holland, "to the extent of two thousand miles, and gave to his country a colony large enough for an empire in New South Wales and Van Diemen's Land." Nor were the discoveries of Captain Cook confined to these, important as they are; he resolved the problem of a southern continent—discovered New Caladonia, the largest island in the Southern Pacific, the island of Georgia, the Sandwich Islands, and in short nearly completely the hydrography of the habitable globe.

• See Limbird's Three Voyages of Captain Cook Round the World. London, 1824

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But far and wide as the genius of Capt. Cook explored, he stopped short on the threshold of arctic discovery, which has within the last few years been prosecuted with so much vigour, and with a success which has exceeded, if not the most sanguine, at least the most rational expectations. To the zeal and talents displayed by our enterprising countryman Captain Parry, no eulogy can do sufficient justice; and if the exertions of Captain Franklin have been less brilliant, they have been no less arduous or persevering.

In the first volume of the *MIRROR* we gave a brief memoir of this intrepid officer, and stated that Captain John Franklin, of whom we now give a portrait, engraved on steel, was a native of Spilsby, in Lincolnshire, where he was born, in the year 1786. Spilsby, though a small town, has long been remarkable for a spirit of scientific inquiry among its inhabitants, and particularly for the cultivation of the mathematical sciences; and young Franklin being a boy of quick parts, made good progress in his education, which, however, was more solid than extensive—though in the latter respect he much surpassed boys of his age and rank in life in general. At the age of fourteen he entered the royal navy, as midshipman, and was on board the *Polyphemus*, under the command of Captain (now Vice-Admiral) Lawford, when Nelson made his daring and resistless attack on the Danish line and batteries off Copenhagen, on the 2nd of April, 1801. On this occasion, which initiated young Franklin in the utmost dangers of his profession, he escaped unhurt, but a brother midshipman was killed.

Having, from an early age, manifested a partiality to navigation, of which he possessed a more than ordinary knowledge, Mr. Franklin was appointed to the *Investigator*, Capt. Flinders, and sailed with that navigator, who was a native of the same county, on a voyage of discovery on the coast of New Holland. After making many hydrographical surveys, and obtaining a more accurate knowledge of the seas and shores of this fifth part of the world, the *Investigator* proved unfit for further service; and Capt. Flinders, Mr. Franklin, and the other officers, were ordered home in the *Porpoise*, then under the command of Lieut. Fowler. Ill-luck, however, still attended them for Capt. Flinders having discovered a passage in the strait which divides New Holland and New Guinea, which he thought both safe and expeditious, was anxious to pass through it on his way to Europe, accompanied by the *Cato*, a ship leaving Port Jackson for Bombay. On the 18th of

August, 1803, both ships struck on a coral reef, in lat. 22 deg. 11 min. south, and long. 155 deg. 13 min. east, on the coast of New South Wales. As there was no hope of saving the *Porpoise*, the next morning Capt. Flinders thought it his duty no longer to consider himself a passenger, but to assume the command of the whole party. He divided the *Cato's* men, who had saved nothing, among those of the *Porpoise*; and the whole were employed, when the wind would permit, in working hard on board the wreck, to get provisions, water, sails, and many other stores, upon the bank, in which they succeeded. A consultation of the principal officers was then held, when it was determined that Captain Flinders and Mr. Park, commander of the *Cato*, should proceed in the largest cutter to Port Jackson, and there procure colonial vessels, to bring away the whole party. Capt. Flinders left the wreck on the 26th of August, reached Port Jackson on the 7th of September, and after the crews had remained about two months near the wreck, they were relieved by a vessel sent to their assistance by Capt. Flinders.

The life of Mr. Franklin has been one of unceasing activity. We have already seen, that in a period of less than thirty months, he was engaged in one of the most daring of maritime engagements in Europe, and endured shipwreck on the shores of Asia; and scarcely had he escaped the latter danger, when, accompanying Capt. Fowler to Canton, he embarked on board the *East India Company's* ship the *Earl Camden*, Capt. Dance; and shared in the glory of completely defeating the French squadron, under Admiral Linois, on the 14th of February, in the mouth of the straits of Malacca. It is to be considered, that on our part there were nothing but *East Indian* and *Bombay* merchant ships, and yet these heavily-laden, ill-calculated, and unsuited as they are for a naval engagement, not only defeated a French line of battle ship, two heavy frigates, a sloop of war, and a brig of 18 guns, but they actually chased the whole, and had nearly captured the brig. Captain Farquhar, in his account of this exploit, alluding to the French admiral Linois, says, "He certainly made a shabby fight of it; had he possessed more courage and enterprise, he might have plagued us; and some bold attempt, or judicious manœuvre, to cut off some of our valuable and defenceless convoy might have succeeded; they, however, always kept under the protection of our formidable line, which he soon thought an insufferable barrier. The correct ma-

nerve and formidable appearance of our ships, and the hearty cheers resounding through our line as we approached him, I doubt not convinced him of our superiority before he came to action, into which he entered *prepared to run away.*"

On his returning to England, Mr. Franklin joined the *Bellerophon*, commanded by Capt. Loring, and served on board that vessel in that great naval battle which at "one fell swoop" annihilated the navies of France and Spain, and for years left this country without an enemy on the ocean that dared to appear before a single British man-of-war. We allude to the ever-memorable battle of Trafalgar, in which the *Bellerophon* bore a distinguished part, and lost its commander, Capt. John Cook, who fell in the action.

Two years afterwards, we find Mr. Franklin on board the *Bedford*, employed on the Brazil, North Sea and West Indian stations for a period of eight years, during which he gave many proofs of his activity and zeal in the service of his country, particularly in the capture of the American gun-boats, on the 12th of December, 1814, when he was slightly wounded. His services were also employed on shore, during these operations, under the orders of Rear-admiral Sir Pulteney Malcolm; and the manner in which he acquitted himself on all occasions was such as to draw forth the warmest praise of the commanding officer under whom he served, and to procure for him the appointment of first lieutenant of the *Forth*, Capt. Sir William Bolton.

When the clangour of arms, which for more than twenty years had resounded throughout the world, had ceased, and nations were left to pursue the tranquil avocations of peace, the British government, ever intent on enlarging the boundaries of science, and promoting hydrographical discovery, determined on sending out two expeditions, in order to solve that long disputed problem, a passage to the North Pole. For this purpose two expeditions were fitted out, in the spring of 1818.

The first consisted of the *Isabella*, commanded by Capt. John Ross, and her tender, the *Alexander*, commanded by Lieut. Parry, that enterprising navigator, who is now so distinguished for his arctic discoveries. The instructions to Capt. Ross were, to endeavour to get into the Pacific Ocean round the northern extremities of the American continent.—Capt. Ross reached as high a northern latitude as 76 deg. 57 min. when a strict attention to the letter of his instructions induced him to return, at a time that

more important discoveries might perhaps have been effected.\*

The collateral expedition, if we may so call it, consisted of the *Dorothea*, Capt. David Buchan, and her tender, the *Trent*, commanded by Lieutenant Franklin.—These ships were directed to make for the North Pole; and in case of gaining it, to enter the Pacific Ocean through Behring's Straits. Both expeditions sailed in the spring of 1818, and returned in the autumn of the same year. Capt. Ross, on his return, published an account of his expedition; but nothing has been suffered to transpire respecting that of Capt. Buchan; the papers and journals were deposited at the Admiralty, where they remain hermetically sealed to the public, though for what reason we are at a loss to divine. One thing is certain, that the expedition failed of effecting the passage; and it is equally certain that the government was perfectly satisfied with the talents and conduct of Lieut. Franklin, the second in command (and we have no reason to suppose that Capt. Buchan did not give the utmost satisfaction), for we find him, almost immediately on his return, appointed to the command of an overland expedition to the shores of the Polar Seas. The object of this expedition was to ascertain the northern boundaries of America, and explore a coast eighty degrees in extent, which had remained wholly unknown to our boasted science. Capt. Franklin was also to endeavour to communicate with Capt. Parry, who had sailed a short time before for Davis's Straits.

Capt. Franklin sailed from England, in the *Prince of Wales*, on the 23rd of May, 1819; and arrived at York Factory, Hudson's Bay, the 30th of August. On the 9th of September, Capt. Franklin and his party set out for Cumberland House, on the Pine Island Lake. Their first operation was to ascend Hill River, a laborious course, as the boats were generally to be dragged up by ropes—sometimes through narrow rocky channels; and several portages occurring, the goods had to be taken out and carried across. This river derives its name from numerous little hills, which rise on its banks: the highest is 600 feet, where there is a prospect of thirty-six lakes. Our account of the expedition must, however, be brief; which is the more excusable, as we have, in former numbers, noticed the subject at

\* For a complete history of North Polar Expeditions, see *MIRROR*, No. 37, which is entirely devoted to the subject, and contains a Map engraved on steel, of the discoveries of Captains Ross, Parry, and Franklin.

length.\* The distance from York Factory to Cumberland House was about 600 miles.† As soon as Capt. F. and his party had arrived at the latter place, they found the frost had set in so intensely, as to prevent their advance to the Polar Sea. His zeal, however, induced him to push on to the more advanced settlement of Carlton House, in the Athabasca Lake, leaving his travelling companions, Dr. Richardson and Lieut. Hood, at Cumberland House.

Capt. Franklin set out on the 18th of January, and reached Fort Chepewyan on the Athabasca Lake on the 26th of March, after a dreary journey of 815 miles performed in snow shoes, walking with a weight of nearly three pounds constantly attached to galled feet and swelled ankles. From Fort Chepewyan, Capt. Franklin, who had been joined by the rest of the party, set out towards the great object of the expedition. On the 1st of July the party reached the Copper-mine River, the descent of which was to bring them to the ocean. The navigation of this river was difficult, the canoes being often involved in rapids, and shooting between large stones, against which had they struck, the canoes would have been dashed to pieces.

Having reached the Hyperborean Sea, Capt. Franklin and his party embarked and sailed between five and six hundred miles along the shore, exploring bays and inlets, and giving names to such as were unknown, as well as to the small islands and peninsulas which they discovered. Capt. Franklin sailed to Cape Turnagain, in lat. 68 deg. 18 min. North, and long. 109 deg. 25 min. West, when his stock of provision being reduced to a bare sufficiency for three days' consumption, and there being no hope of a further supply, there was no alternative but that of returning, or perishing in farther prosecuting the voyage. But which way to return was another question. The route by which they came had the advantage of being known; but it was very circuitous, and could afford little of those supplies of food of which they were in urgent want. After full consideration, therefore, it was resolved to endeavour to penetrate direct to Fort Enterprise from Arctic Sound, by way of the river called Hood's River, which fell into it. This journey affords one of the most dreadful tales of human misery on record, but of which an abridgment can give only a very faint

idea. Every degree of physical suffering which the extremes of hunger and cold could inflict, was from the first experienced. The country was found entirely barren; and it was only occasionally that a deer or a partridge, divided among the members of the expedition, afforded a few morsels to each. The only vegetable supply was of a disgusting substance, called *tripe de roche*, which they found by digging in the snow among the rocks. They had no adequate means of overcoming the natural obstacles of mountains, lakes, and rivers, which they encountered. The necessity of laborious travelling in this state of inanition, produced fatigue, faintness, and often an entire loss of the power of motion. Portions of the expedition successively dropped, and putting together such log-huts as they could, waited till the more vigorous could push forward and send them succour. The first, however, who reached Fort Enterprise, met with a woful disappointment. They found it totally desolate, the Indians, who were expected to be found there with food and supplies, having proceeded to the southward. There was nothing left, but to follow them indefinitely over this vast tract, in the hope of at last overtaking them. The detachment which suffered most distally was that under Dr. Richardson. There was with it an Iroquois Indian of the name of Michel, in whom the *malesuada fames* had developed all the ferocious and treacherous propensities of his tribe. He appears certainly to have killed two of the party, one of whom was Lieut. Hood a leader, and a highly-promising young officer. As there appeared every reason to believe that he was meditating similar purposes against the rest, Dr. Richardson conceived himself reduced to the dreadful necessity of shooting him. At length all the party, except the advanced guard in chase of the Indians, had dragged itself forward to Fort Enterprise, where they found shelter, but were about to yield to famine, when they were surprised by the report of a musket, and soon saw three Indians running up to the fort. Their miseries might now be considered as terminated; they were tended and supplied with the utmost care by these kind Indians, till they were able to travel. In the course of the following summer they reached the Hudson's Bay Factory, after a journey of 5,650 miles.

That this journey did not attain all its objects is evident, yet it made an important addition to our northern boundaries of America; and not only established the fact of an ocean on that side, but ascertained its latitude. Capt. Franklin's

\* For some interesting particulars relating to this expedition, see MIRROR, Nos. 27 and 31, which contain three illustrative engravings of the scenery, natural history, &c., of the countries traversed by Capt. Franklin.

expedition also threw much light on arctic discovery, which must be of great service in all new attempts to reach the North Pole.

The importance of having an overland expedition at the same time as one by sea for the Arctic Regions, has so strongly impressed itself on the British government, that on Capt. Parry sailing again last year to those regions, where

"Pale suns unfelt at distance roll away,  
And on the impassive ice the lightnings play."

It was determined that Capt. Franklin should follow this spring, and renew his arduous task of traversing those bleak and inhospitable regions to the northern shores of America. Capt. Franklin is accompanied by Dr. Richardson, his former travelling companion, Mr. Drummond, a young botanist, and others. They sailed from Liverpool in February last, for New York; and thence proceeded, by the Lake Erie Canal, to Lac Huron, where the party about thirty in number, were on the 22nd of April, 1825.

From Montreal to Lac Huron, no incident worth recording occurred; but the journey was performed with ease and expedition; every man enjoyed excellent health and daily felt his spirits becoming more buoyant from the continued calmness and fineness of the weather. On the 24th of April, the party were to embark in two large canoes for Fort William, traversing in their course the upper end of Lac Huron, Sault St. Marie and Lake Superior. From thence they proceed in four canoes by Lac la Pluie, Lake Winnipeg, Cumberland House, and Methy-portage, to Athabasca, where they expect to overtake the three boats with their crews of Argyllshire-men who were sent out from England last summer, and have had ample time to forward the instruments and luggage entrusted to their care.

In their voyage through the principal lakes, the travellers will be conveyed in American steam boats, and when this accommodation ceases, they will procure, as formerly, the services of stout Canadian boatmen. And here we may mention one of the greatest evils attendant on the expedition, namely, that it requires upwards of twelve months to convey them to what may be called the starting point of discovery. And however heavily the time may hang on their hands, they must patiently wait the tardy lapse of an Arctic winter, and even after the sun begins to peep above the horizon, there are not above six or eight weeks, during which they can travel with any thing like safety.

Fort Reliance, situated on the shore of the Great Bear Lake, and the most northern piece of masonry in the world, was expressly built for the safety and comfort of the travellers, and will terminate their wanderings for the present season. This spot they expect to reach by the end of September, and in the spring captain Franklin and his old companion, Mr. Back, who goes out on promotion, with one half of the party, will proceed down Mackenzie's River, and from thence explore the coast to the westward, as far as Icy Cape and Behring's Straits. Here captain Beechy, who sailed in the Blossom on the 21st of May, is to endeavour to join captain Franklin, and after rendering him every assistance, is to pursue his exploratory investigations in such parts about Behring's Straits as are imperfectly known. Every thing that can contribute to the success of these several expeditions and add to the comfort, or rather lessen the privations of the enterprising navigators who have undertaken them, has been done by government; they too are accompanied by the prayers and wishes of every Briton, while neighbouring nations look on their efforts with admiration and anxiety. From their known talents and ardent zeal everything is to be hoped; and although

"'Tis not in mortals to command success,  
'Yet they'll do more—they'll deserve it."

Captain Franklin was married to Miss Eleanor Anne Porden, a lady of poetical talents of the highest order, the daughter of William Porden, Esq. the architect who erected the king's stables at Brighton, Eaton Hall, the seat of Lord Grosvenor, and other buildings which placed his name high in his profession. At the age of twenty, Miss Porden, who from childhood discovered a genius for poetry, published a poem in six cantos, entitled "The Veils, or the Triumph of Constancy." The union of poetical grace and scientific intelligence in this poem excited much admiration, and in three years afterwards it was followed by "The Arctic Expedition," an interesting poetic tribute to the gallant adventurers captains Ross and Buchan, and Lieutenants Parry and Franklin, then engaged in one of the most perilous enterprises by which the present age has been distinguished. The opening of the poem had a pretty allusion to the labours of the voyagers—

"Sail, sail adventurous barks! go fearless forth,  
Storm, on his glacier seat, the misty North,  
Give to marking the inhospitable zone,  
And Briton's trident plant in seas unknown.  
Go! sure wherever science fills the mind,  
Or grief for man long sever'd from his kind,

That anxious nations watch the changing  
gales,  
And prayers and blessings swell your flagging  
sails."

The publication of this poem is said to have led to her acquaintance with captain Franklin. Miss Porden afterwards published a very spirited Ode on the Coronation of his Majesty George the Fourth; but her grand work was "Cœur de Lion, or the third Crusade," a poem in sixteen cantos, and one of the greatest efforts of a female pen in the annals of English literature.

In the month of August, 1823, Miss Porden gave her hand to captain Franklin, to whom she had been some time engaged, and who had then recently returned from the land expedition employed to assist in exploring the Polar Regions. Happy, but brief was their union. In the circumstances of Mrs. Franklin's death there was something unusually distressing. Constitutionally delicate, it has been generally, though erroneously, understood, that the fatal event was occasioned by grief at her husband's departure, acting upon a previously debilitated frame. This, however, was not the case.

Mrs. Franklin, whose mind eagerly sought every kind of useful information, entered with great energy into the enterprising spirit of her husband; and, notwithstanding her devoted attachment to him, and the severe trials and dangers attendant on the expedition, she earnestly wished him to repeat the attempt, hoping that he might accomplish the object so much desired. With this delightful anticipation she looked forward to welcome his return; but, alas! a pulmonary complaint, from which she had suffered nearly two years, reached its crisis about the time that Captain Franklin received his orders to proceed on the expedition, and she was given over by her physicians five days previous to his quitting home. She expired at her house, Devonshire Street, Portman Square, on the 22nd of February, aged 30, exactly one week after having bidden her beloved husband an eternal farewell; leaving a daughter, eight months old, unconscious of the loss of so truly valuable a mother. The ravages of death in the family of Captain Franklin, have been unusually rapid. Accounts recently arrived from India gave an account of the death of his brother, Sir Willingham Franklin, one of the Judges of the Supreme Court at Madras. Subsequent accounts state the death of Lady Franklin five days after giving birth to a child: in addition to which, he has, within a short period, lost

his father, a brother-in-law, two of Sir Willingham and Lady Franklin's children, and her ladyship's mother.

Captain Franklin was promoted to the rank of commander in 1821, and to that of Post Captain in 1822. We trust higher honours in his profession and the reward of his grateful country still await him.

#### ORIGIN OF CHARITY SCHOOLS.

[The following account of the origin of Charity Schools appeared in a periodical work entitled, "The New Christian's Magazine for February, 1784." It was there stated to be extracted from a book published in the year 1633.]

"IN the yeere 1552, Docter Ridley, then Bishop of London, came and preached before the king's majestie (Edward the 6th) at Westminster, in which sermon he made a fruitfull and godly exhortation to the rich, to be merciful unto the poore; and also to move such as were in authority, to travaile by some charitable way and means, to comfort and relieve them.— Whereupon, the king's majestie (being a prince of such towardnesse and vertue for his yeeres as England before never brought forth, and being also so well retained and brought up in all godly knowledge, as well by his deare uncle, the late protector, as also by his own vertuous and learned schoolmasters) was so careful of the good government of the realme, and chiefly to doe and prefer such things as most especially touched the honour of Almighty God, and understanding that a great number of poore people did swarme in this realme, and chiefly in the citie of London, and that no good order was taken for them, did suddenly (and of himself) send to the said bishop, as soon as his sermon was ended, willing him not to depart until he had spoken with him. The bishop (according to the king's command) gave him his attendance, and as soon as the king's majestie was at leisure he called for him, and caused him to come unto him in a great gallery at Westminster, where there was present no more persons than they two, and therefore made the bishop sit downe in one chayre, and he himselfe in another, which (as it seemeth) were before the coming of the bishop there purposely set, and caused the bishop, mauer his teeth, to be covered, and then entered communication with him in this manner: First, giving him hearty thanks for his sermon and good exhortation; hee therein rehearsed such speciall things as he had noted, and that so many, that the bishop said, 'Truely, truely, I could never have thought that exhortation to have bene in his grace, but that I

beheld and heard it in him.' At the last, the king's majestie much commended him for his exhortation for the releife of the poore, and said, 'My lord, you willed such as are in authority, to be careful thereof, and to devise some good order for their reliefe, wherein I think you mean mee, for I am in the highest place, and therefore am the first that must make answer to God for my negligence, if I should not be careful therein, knowing it to be the expresse commandement of Almighty God, to have compassion on the poore and needy members, for whome wee must make an account unto him; and truly, my lord, I am (before all things else) most willing to travaile that way, and I doubting nothing of your long and approved wisdom and learning, who having such good zeale, as wisheth helpe unto them; but also, that you have had some conference with others what waies are best to be taken therein, the which I am desirous to understand, and therefore I pray you to say your minde.' The bishop thinking least of the matter, and being amazed to hear the wisdom and earnest zeale of the king, was (as hee said himself) so astonished, that he could not tell what to say: but after some pause, said that hee thought (at this present) for some entrance to be had, it were good to practise with the citie of London, because the number of the poore there are very great, and the citizens also are many and wise; and he doubted not but that they were also pitifull and mercifull, as the maior and his brethren, and other the worshipful of the said citie; and that if it would please the king's majestie to direct his gracious letters unto the maior of London, willing him to call unto him such assistants as he should thinke meete, to consult of this matter, for some order to be taken therein, he doubted not but good would follow thereon; and hee himselfe promised the king to be one that should earnestly travaile therein. The king (forthwith) not only granted his letter, but made the bishop tarry until the same was written, and his hand and signet set thereto; and commanded the bishop, not onely to deliver the letter himselfe, but also to signifie unto the maior, that it was the king's especiall request and expresse commandement, that the maior should therein travaile, and so soon as hee might conveniently, give him knowledge how far he had proceeded therein. The bishop was so joyous of the having this letter, and that now he had occasion to travaile in so good a matter, wherein he was marvellous zealous, that nothing could have pleased and delighted him more, wherefore the

same night he came to the lord maior of London, who was then Sir Richard Dobbs, knight, and delivered the king's letter, and showed his message with effect. The lord maior not only joyously received this letter, but with all speede agreed to set forward the matter, for hee also favoured it very much; and the next day being Munday, hee desired the bishop of London to dine with him, and against that time the maior promised to send for such men as hee thought meetest, to talke of this matter, and so hee did. He sent first for two aldermen and six commoners, and afterwards more were appointed, to the number of twenty-four. In the end, after sundrie meetings (for by the means and good diligence of the bishop, it was well followed) they agreed upon a booke that they had devised, wherein first they considered on nine especiall kindes and sorts of poore people, and those they brought into three degrees.

"1. Poore by impotency.

"2. Poore by casualty.

"3. Thriftlesse poore.

"I. The poore by impotency are also divided into three kindes; that is to say,

"1. The fatherlesse pooreman's childe.

"2. The aged, blinde, and lame.

"3. The diseased person by leprosie, dropsie, &c.

"II. The poore by casualty are likewise of three kindes; that is to say,

"1. The wounded souldier.

"2. The decayed hous-holder.

"3. The visited with any grievous disease.

"III. The thriftlesse poore are three kindes, in like manner; that is to say,

"1. The riotour that consumeth all.

"2. The vagabond that will abide in no place.

"3. The idle person, as strumpets and others.

"For these sorts of poore, three severall houses were provided; first, for the innocent and fatherlesse, which is the beggar's childe, and is, indeed, the seed and breeder of beggary. They provided the house that was the late Gray Friars in London, and called it by the name of Christ's Hospitall, where poore children, to the number of four hundred, were received in November in the saide yeare; and on Christmas-day, in the afternoon, while the lord maior and aldermen rode to Paul's, the children of Christ's Hospitall stood in Cheapside all in one livery of russet cotton, three hundred and forty in number, and at Easter they were in blue at the Spittle,\* and so have continued the same.

\* At or near the church of St. Mary, Spittle, a cross, with a pulpit, for preaching at Easter and

"When this virtuous and blessed youth had signed the necessary instruments for founding the several hospital, hee said, in the hearing of his counsell, 'Lord, I yield thee most hearty thanks, that thou hast given me life thus long to finish this worke, to the glory of thy name.' Two days afterwards the king expired."

other times, was erected the same as at Paul's cross. The lord mayor and aldermen used to attend, and sit in a house built on purpose. The children of Christ's Hospital went at Easter constantly to hear the sermon.

### MILITARY ENGINES OF THE NORMANS.

(To the Editor of the Mirror.)

SIR,—I perceive in your instructing publication of to-day, an article on Norman fortifications, in which mention is made of the *espringold* and *bricoli*, as instruments for the assaults of castles, &c. but their construction and use you have not mentioned. If you deem the following account worthy a place in your publication, it is at your service:—

Abbe Jausseur who wrote in 1587, on Norman and Romaic fortifications, describes the *espringold* as the same instrument as the (*Σπρινδωλ*) or Balcarian sling of the Greeks, and Dionys. Perieq v. 5. describes as resembling the earth which is not exactly spherical, being extended in length, and broad in the middle, with an oval compass, and gradually decreasing into two thongs or reins; from it were cast arrows, stones, and plummets of lead, which were called *μολυβδίδες μολιβδῖωναι*, (Poly. lib. x. cap. 31. seg. 46.); some of these plummets are said to have weighed an attic pound—near one pound four ounces English weight, and if we may credit the account given by Seneca, the force was so great that neither buckler, helmet, nor any other armour was a defence against it, and its motion was so vehement that the plummets were frequently melted.

That the ancient Normans made use of this instrument, or something nearly resembling it, is proved, by the number of leaden plummets that have been found in divers parts of France, and the use of which was, for a length of time, the subject of a powerful controversy amongst the antiquaries of Paris. Jausseur calls it the *espingelde*, or *espringold*. The *bricola* is the same as the *ballista* of the Romans; its use was to throw immense stones; the construction is described at great length in Cæsar's second book of the civil wars. Mention is also made of the use of *bricoli*, in some of the lyrical songs of the ancient Troubadours.

I must crave your lenient indulgence for the anachronisms, in the language that occur in the preceding remarks, as they are almost the first I have made in a foreign language, the *English*.

I remain, yours,  
A native of Venice,

GIOVACCHINO A——

June 18, 1825.

### The Gatherer.

"I am but a *Gatherer* and disposer of other men's stuff."—*Wotton*.

### REPARTEE.

THE name of *Roger* having been written on a sack, by some chance the last letter was concealed, when a person read it, *Roge (Rogue)*. "How can that be?" retorted a bystander. "True," replied the other, "it wants U (*you*) in it." A.

A GENTLEMAN at table being famous for allowing the wine to remain a long time placed before him, was checked in the following manner:—"I am sorry," observed a *bon vivant*, "our friend opposite has been so reduced in circumstances, as to patronise the office of a bottle-holder!" C. F. E.

### LINES ON A FLOWER.

THIS flower that blooms so fair to-day,  
To-morrow sure will die;  
Its fragrance gone, its beauty fled,  
'Twill then neglected lie.

And human life, alas! is like  
The frailest flow'rs that bloom;  
Man flourishes a day—and then  
Sinks in the silent tomb.

G. W. H.

### INSCRIPTION

On a Village Doctor's Sign in Devonshire.

"I cures a goose, my wife cures the ganders."

As our readers may find some difficulty in making this out, it is necessary to explain, that the good man intended to make known, he cured agues, and his wife cured the jaundice.

DI DO DUM.

The Fifth Volume of the MIRROR is now completed; and may be had of the Publisher, and all Booksellers, price 5s.

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